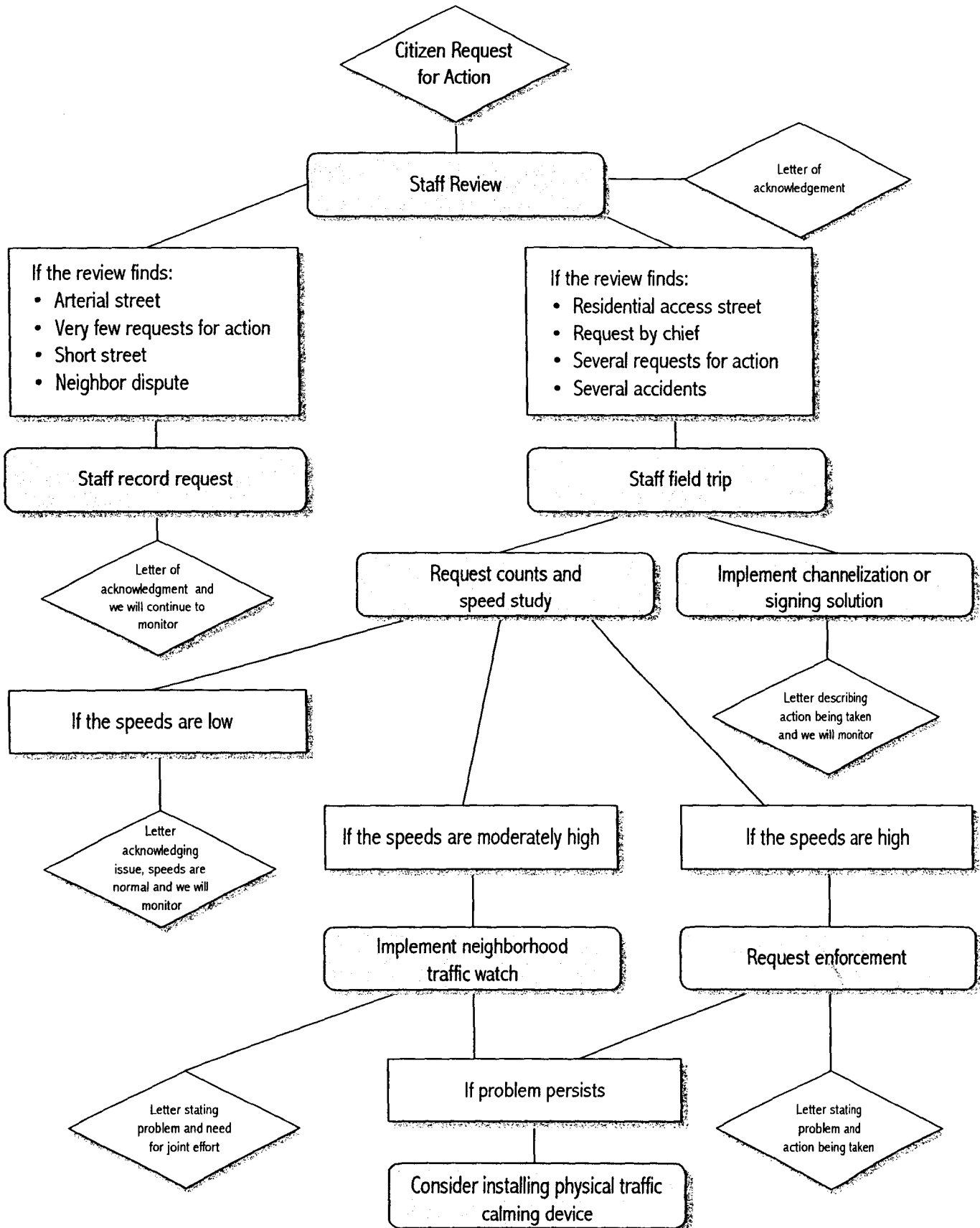


# CITY OF KENMORE

## Traffic Speed Mitigation Policy



## POLICY

### Citizen Action Request

The citizen requesting action or expressing a concern will be asked to complete a Citizen Action Request Form. When completing the form descriptive items are helpful such as time of day; type of vehicles, specific location; concern for pedestrians; concern for parked vehicles, vehicles entering the roadway or motorists losing control of their vehicles, etc.

### First Response Level

City staff will prepare an initial response acknowledging receipt of the request and identifying the immediate action that will be taken. The immediate action may include researching the issue, a field trip to the site, or referral to another entity. The requestor should also be informed if the problem has been previously reviewed and action taken; previous investigations have deemed the problem unsolvable; or the problem is part of an ongoing investigation/action.

### Second Response Level

After investigating the request one of the following responses will be made:

If one or more of the following exists then action will be deferred at his time:

- The street is an arterial. Based on limited resources and limited effectiveness of speed control measures on arterials the City has focused its efforts on residential streets. City staff will inform the Police Chief of the concern and ask for some additional attention. City staff will record the request and continue to monitor the situation.
- This street has had very few complaints about speeds. This may be an isolated occurrence or precursor to a continuing problem and City staff will record the request and continue to monitor.
- This is a local access street less than 600' long with a cul-de-sac. City staff will verify that the appropriate traffic control device exists at the nearest intersection. This device combined with the short length of the street should mitigate the problem. However City staff will record the request and continue to monitor.
- This appears to be an issue between two individuals. City staff will refer the matter to the Police Chief and continue to monitor.

If one of the following exists then the City would take further action as described below:

- There have been numerous requests for action.
- The Police Chief requests.
- There have been several requests for action and the street is a school walking route.
- This is a residential access street, there have been several requests for action and there have been 3 reported accidents in the past 3 years.

City staff will begin by making a field visit to the site looking for reasons why speeds may be high: neighbors unaware of speeding issue, this is a cut through roadway, there are no speed limit signs, steep grades, lack of channelization, etc. If there have been 6 traffic accidents in the past 2 years City staff will consider sight distance improvements and stop signs.

If there appears to be a simple solution such as signing or channelization City staff will implement.

If there is no apparent reason that could be solved by signing or channelization, City staff will request a traffic volume and speed count. Based on the results City staff will undertake one of the following:

If the 85-percentile speed is at the speed limit or slightly above no action is required.

If the 85-percentile speed is 5 mph over speed limit suggest a neighborhood watch program. This would include neighbors observing vehicle speeds and recording license plate numbers of those exceeding the speed limit. The City would send letters to those offenders explaining the neighborhood speeding problem and the need to reduce speeds. Neighbors may also visit each other and express concern for problem.

If the 85-percentile speed is 10 mph over speed limit then City staff will request traffic enforcement. City staff will also consider installation of traffic buttons to narrow roadway, slow speed signs, lift parking restrictions if there are any, reducing the speed limit and installing centerline markers.

### Third Response Level

If the problem persists the City will consider installing a physical traffic calming device to force motorists to reduce speeds. Examples of devices that could be installed include:

- Traffic Humps: mounds of pavement material that span the roadway, are approximately 4 to 6 inches high and 12 to 15 feet long.
- Traffic chokers: construction of landscaped appendages on the side of the street narrowing the street width to one or two lanes.
- Traffic circles: a small circular island placed in the center of a street intersection.
- Chicane: a narrowing and twisting of the roadway for several hundred feet using curbs and landscaping within the existing right-of-way.
- Street trees/landscaping: installing trees and landscaping too visually narrow the appearance of the roadway.

The City will consider the following when ranking potential sites for traffic calming devices:

- Whether the street is close to a school or is used as a school pedestrian route.
- The existing traffic volumes as compared to a typical residential street.
- The 85-percentile speed in relation to speed limit.
- Whether the street is a bicycle route.
- Whether the street has a high number of pedestrians unrelated to schools.
- The number of accidents along the street as compared to a typical residential street.
- The character of the street, residential or commercial.

Once a project has been selected for funding construction would be undertaken after the following criteria were met:

- An engineering study establishes project feasibility and likelihood project goals will be attained without causing other traffic problems.
- After neighborhood meetings, to review the proposed project, a petition containing 60% of the neighbors supports the proposal.
- A trial period, if possible, of at least 90 days.
- The installation of the device will not divert substantive number of vehicular trips to other streets.
- The street being considered is not on an arterial.
- The street being considered is not a Metro bus route.
- The street does not serve nor is in the vicinity of an emergency service provider.
- Traffic volumes do not exceed 3000 ADT.